

January 2

# TEN VESSELS, THIRTY-TWO LIVES

## Lost in the Fisheries from This Port Last Year.

### LOSS OF LIFE THE SMALLEST ON RECORD SINCE 1886.

#### Vessels Lost Were Among the Finest and Most Valuable of the Fleet.

In accordance with our usual custom, we present below a record of the losses of life and property from this port during the year just closed, including the losses in the fisheries and in the coasting trade, the latter being confined to a single vessel with no loss of life.

The loss of property in the fisheries includes ten vessels with their cargoes and outfits, and while the number is smaller than the average, many of the vessels were among the finest and largest of the fleet so that the pecuniary loss while slightly less than last year, is yet in excess of the average for many years.

The vessels lost in the fisheries had a total tonnage of 850.95 tons gross and 620.65 tons net, and an average tonnage of 85.09 tons gross and 62.06 tons net, and were valued with their outfits at \$83,900, having an insurance of \$64,812, most of which as usual was placed with the local company.

Five of the vessels lost were employed in Newfoundland, the herring fishery, two were engaged in mackerel seining, two in shore cod-fishing and one in mackerel netting.

One vessel was also lost in the stone carrying trade, a sloop of 63.93 tons gross, 60.73 tons net, valued at \$2500 and uninsured.

For the first time since 1892 and the second time since 1883 and for many years preceding, no vessel has sailed from port and never been heard from or has been lost during the year with her entire crew, and the loss of life from other causes, although slightly larger than the preceding year, has been much below the average. The total number of men lost, including men belonging in this city but sailing from other ports, deaths on shipboard or in hospitals and sailors drowned at the wharves has been 32, being the smallest number recorded since 1866, leaving five widows and 21 children.

Of the men lost, eight were drowned by the capsizing of their dories on the Banks, two were drowned by their dory being run down by the vessel, six were washed overboard and three fell overboard from their vessels, two went astray from their vessels on the Banks.

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and were never heard from, two died on shipboard, three died in hospitals, one was killed by falling from the wharf to the vessel, and five were drowned at the wharves in attempting to board their vessels.

For the year 1903 the lost vessels numbered nine, with a total tonnage of 1198.18 tons gross and 778.83 tons net, with an average tonnage of 133.13 tons gross and 86.54 tons net, valued with their outfits at \$129,500 and insured for \$85,970. The total number of lives lost during the year, including deaths at sea and in hospitals, was 73, leaving 14 widows and 40 fatherless children.

In 1902, ten vessels, with a total of 787.29 tons gross and 567 tons net, valued at \$71,800 and insured for \$52,065, and 82 lives were lost in the fisheries and one vessel, 76.99 tons gross and 70.25 tons net, valued at \$3000 and uninsured, was lost in the coasting trade.

In 1901 the loss was nine vessels, having a total tonnage of 1,283.45 tons gross, an 11,028.45 tons net, valued at \$73,500 and insured for \$53,911 and 47 lives, the smallest number since 1892.

In 1900 the loss of property was the smallest on record for nearly a quarter of a century, being nine vessels with a total tonnage of only 605.97 tons gross and 457.27 tons net, valued at \$21,450 and insured for \$26,912, while the loss of lives was 53.

The vessels and men lost during the year were as follows:

#### LOSSES IN THE FISHERIES.

Sch. Independence, 137.25 tons gross, 102.15 tons net, built in Essex in 1901, and owned by Gardner & Parsons, wrecked at Schooner Pond Point, C. B., December 27, while on the way home from a frozen herring trip to the Bay of Islands, N. F. Crew saved. Valued with cargo at \$18,500, insured for \$7872 on the vessel and \$4000 on the outfits by the Gloucester Mutual Fishing Insurance Company, and \$2000 on the vessel and \$2000 on the outfits by the China Mutual Insurance Company.

Sch. Fernwood, 130.78 tons gross, 96.47 tons net, built in Essex in 1887, and owned by David B. Smith & Co., was caught in the ice off Cape Welbold, on the passage home from Bay of Islands, N. F., with a cargo of frozen herring January 19, and was abandoned by the crew January 24, who escaped to the shore five miles away on the ice. Valued with cargo at \$9500, and insured by the Gloucester Mutual Fishing Insurance Company for \$4388 on the vessel and \$4000 on the cargo and outfits.

Sloop boat Fannie Belle (formerly sch. boat Edmund S.), unregistered, being less than five tons measurement, built at Rockland Me., in 1897, and owned by John Mosetic, went ashore at Magnolia January 26. Crew saved. Valued at \$1000 and insured for \$700 by the China Mutual Insurance Company.

Sch. Lizue M. Stauwood, 105.58 tons gross, 76.70 tons net, built in Essex in 1889, and owned by Davis Bros., went ashore on Cape Sable Island February 14, while returning from Newfoundland with a cargo of frozen herring. Crew saved. Valued at \$8000 and insured for \$3846 on the vessel and \$2500 on the outfits by the Gloucester Mutual Fishing Insurance Company.

Sch. Maul Whitmore, 11.43 tons gross, 10.56 tons net, built in Bucksport, Me., in 1877, and owned by the Independent Herring Company, lost on Horseshoe ledge, off Southwest Harbor, Me., March 11. Crew saved. Valued at \$700 and insured for \$600 by the China Mutual Insurance Company.

Sch. Rival, 122.79 tons gross, 91.60 tons net, built in Essex in 1902, and owned by Hugh Parkhurst & Co., wrecked off Brigantine Shoal, off the New Jersey coast April 8, while on a fresh mackerel seining trip. Crew saved. Valued at \$17,000 and insured for \$8195 on the vessel and \$2000 on the outfits by the Gloucester Mutual Fishing Insurance Company.

Sch. Harry G. French, 100.17 tons gross, 67.15 tons net, built in Essex in 1884, and owned by John Chisholm, run down and sunk by the steamer Deutschland off South Shoal lightship June 30. Crew saved. Valued at \$9600 and insured for \$4500 on the vessel and \$4000 on the outfits by the Gloucester Mutual Fishing Insurance Company.

Sch. boat Clara, 9.87 tons gross, 9.38 tons net, built in Marblehead in 1878, owned by William McDonald and Charles W. Powers, and engaged in mackerel netting, sunk off Point Judith October 15. Valued at \$600 and insured for \$500 by the China Mutual Insurance Company.

Sch. Golden Hope, 106.71 tons gross, 75.64 tons net, built at Essex in 1890, and owned by David B. Smith & Co., sprang a leak and sunk off Bay of Islands November 2 while on the passage home from Newfoundland with a cargo of salt herring. Crew saved. Vessel and cargo valued at \$10,000 and insured by the Gloucester Mutual Fishing Insurance Company for \$4068 on the vessel and \$3000 on the outfits.

Sch. Bessie M. Devine, 127.37 tons gross, 91.09 tons net, built in Essex in 1894 and owned by Michael Walen & Son and Capt. Archibald Devine, went ashore at Whitehead, N. S., December 1, and caught fire and was totally destroyed while on the way home, with a cargo of frozen herring. Crew saved. Valued at \$11,000 and insured for \$5142 on the vessel and \$2000 on the outfits by the Gloucester Mutual Fishing Insurance Company.

#### LOSSES OF LIFE.

Henry Fitzpatrick, 25 years old, native of St. Lawrence, N. F., and James Beach, 28 years old, native of Nova Scotia, both single, two of the crew of sch. Argo, drowned on Grand Bank October 5, 1903, by the capsizing of their dory.

Freeman Spindler, 35 years old, native of Lunenburg, N. S., mate of sch. Norma, washed overboard while crossing the Bay of Fundy on the passage home from Newfoundland January 3, 1904, widower, and left three children.

John Leyden, 58 years old, native of Ireland, single, one of the crew of sch. Arthur D. Story, found drowned in the dock at Parkhurst's wharf January 9.

Almon Nickerson, 29 years old, native of Woods Harbor, N. S., one of the crew of sch. Corona, drowned on Grand Banks January 11 by the capsizing of his dory. Left widow and one child.

Capt. John Anderson, 48 years old, native of Sweden, master of sch. Titania, fell over-

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# SUMMARY OF LOSSES. Losses in the Fisheries.

Vessel.	Gross Tonnage.	Net Tonnage.	Fisheries.	Value.	Insurance.
Bessie M. Devine.....	126.37	91.09	Newfoundland Herring	\$11,000	\$7,142
Clara (sch. boat).....	9.37	9.38	Mackerel Netting.....	600	500
Fannie Belle (sloop boat. Unregistered)			Shore.....	1,000	700
Fernwood.....	130.78	96.47	Newfoundland Herring	9,500	8,388
Golden Hope.....	106.71	75.54	Newfoundland Herring	10,000	7,068
Harry G. French.....	100.17	67.15	Mackerel Seining.....	9,600	8,000
Independence.....	137.25	102.15	Newfoundland Herring	18,500	15,872
Lizzie M. Stanwood.....	105.58	76.70	Newfoundland Herring	8,000	6,348
Maud Whitmore (sch. boat)	11.43	10.56	Shore.....	700	600
Rival.....	122.79	91.60	Mackerel Seining.....	15,000	10,194
	850.95	620.64		\$8,3900	\$64,812
LOSSES IN THE COASTING TRADE.					
Screamer (sloop).....	63.93	60.73	Stone Freighting.....	\$2,500	None.
	914.88	681.37		\$86,400	\$64,812

## LIVES LOST IN THE FISHERIES.

	Lives.	Widows.	Children.
Capsized in dories.....	8	1	1
Run down by vessel.....	2		
Washed overboard from vessel.....		6	3
Fell overboard from vessel.....	3	2	10
Went astray in dory.....	2		
Died on board vessel or in hospital.....	5	1	4
Fell from wharf to vessels.....	1		
Found drowned in dock.....	5	1	3
Total.....	32	5	21

board from the schooner January 18, while sounding on Georges. Left widow and six children.

William Sullivan, 31 years old, native of this city, single, washed overboard from sch. Madonna on Green Bank January 19.

Amos Smith, 23 years old, native of Port Matoun, N. S., single, washed overboard from sch. Jennie Hodgdon on the passage home from Cashes February 22.

John F. Nelson, 55 years old, native of Sweden, single, washed overboard from sch. Blanche on Georges February 22.

Joseph Abbey, alias Hobbey, 26 years old, native of France, and Frank Berthou, alias Bato, 17 years old, native of France, both single, two of the crew of sch. Gladiator, drowned on Grand Banks February 26 by the capsizing of their dory.

Walter Preshong, alias McDonald, 23 years old, native of Cape Breton, single, one of the crew of sch. Appomatox, drowned on Georges March 2 by the capsizing of his dory.

Michael McDonald, 55 years old, native of Newfoundland, widower, one of the crew of sch. Arthur D. Story, died at the Addison Glibert Hospital March 5.

Pe'er McDonald, 27 years old, native of Nova Scotia, and George Bowle, 23 years old, native of Nova Scotia, both single, went astray in their dory from sch. Theodore Koosev'ton Grand Banks March 22 and were never heard from.

John J. Jennings, 43 years old, native of this city, single, one of the crew of sch. Hattie F. Knowlton, drowned in Walen's dock March 23.

Capt. Joseph Silva, master of sch. Catherine D. Enos 56 years old, native of the Azores islands, died at the Emergency hospital, Boston May 2. Left widow and four children.

Daniel Campbell, 52 years old, native of Cape Breton, single, one of the crew of sch. Arbntus, died off New York May 9, while on a seining trip.

Charles White, 26 years old, native of Port Hogan, N. S., single, died on board sch. S. P. Willard at Arichat, C. B., May 26.

John Fagan, 22 years old, native of Salmonier, N. F., single, one of the crew of sch. Tattler, drowned on Grand Bank June 29 by the capsizing of his dory.

Michael Nagle, 45 years old, native of Ireland, one of the crew of sch. A. T. Gifford, killed July 5 by falling from the wharf to the deck of the vessel.

Charles H. Bohan, 42 years old, native of this city, widower, fell overboard from sch. Golden Hope off Eastern Point July 16 while bound out on a seining trip. Left son and daughter.

William Carlett, 57 years old, native of North Haven, Me., single, one of the crew of sch. Latona, found drowned in George Steele's dock July 17.

William Taylor, 22 years old, native of Tre passey, N. F., single, washed overboard from sch. Flirt on Quero bank August 21.

Edward Blanche, 66 years old, native of Newfoundland, widower, one of the crew of sch. Frank Butler of Stonington, Conn., found drowned in the dock of the New England Fish Company's wharf September 5.

James Sterling, 50 years old, native of Ireland, one of the crew of sch. Matthew Keany, died at Liverpool, N. S., of heart failure September 15.

Robert Haney, 33 years old, native of St Lawrence, N. F., drowned while boarding sch. Ramona at Steele's dock October 12. Left widow and three children in Boston.

Henry Morton, 30 years old, native of England, single, washed overboard from sch. Arthur D. Story on Georges November 14.

Isaac Olson, 40 years old, single, and Carl Anderson, 86 years old, single, both natives of Finland, two of the crew of sch. Niagara, drowned off Cape Sable December 9 by their dory being run down by vessel.

John Kehoe, 31 years old, native of Bay Bulls, N. F., single, one of the crew of sch. Fish Hawk of Boston, drowned December 9 off Peaked Hill bars by the capsizing of a dory, the vessel having struck on the bar and Kehoe with others of the crew attempting to row to land.

William Atkins, 35 years old, native of Cap. Sable, N. S., fell from the mainboom of sch. Squanto of Boston on Quero bank December 21. Left widow and four children.

## LOSSES IN THE COASTING TRADE.

Sloop Screamer, 63.93 tons gross, 60.73 tons net, built in East Boston in 1872 and owned by the Pigeon Hill Granite Company, sprang a leak and sank off Eastern Point June 29 while taking a cargo of stone to the Dog Bar breakwater. Crew saved. Valued at \$2500; no insurance.

## FISHERY LOSSES SINCE 1830.

We present below a record of the losses in the fisheries from this port since 1830, when the winter Georges fishery was first commenced, showing the number of vessels lost each year, their tonnage, valuation, insurance, and the number of lives lost, together with the widows and fatherless children left, so far as it has been possible to obtain them.

Year.	Vessels.	Tonnage.	Valuation.	Insurance.	Lives.	Widows.	Children.
1830	3		\$5,600	\$3,100	7		
1832	1		1,000				
1833	1		1,000				
1834	1		1,500				
1836	1		1,000		4		
1837	5		10,000	4,300	21		
1838	4		7,100	3,000	4		
1839	2		3,800	3,150	4		
1840	2		3,800	1,400	6		
1841	2		3,725	150	8		
1842	3		2,000	150			
1843	3		6,000	2,000	10		
1844	3		4,800	1,500	7		
1845	4		4,500	2,350	8		
1846	8		4,900	3,600	15		
1847	3		6,200	4,450			
1849	2		3,500	2,200	10		
1850	4		12,500	10,300	31		
1851	9		25,300	21,800	32		
1852	13		41,200	37,100	40		
1853	3		10,000	8,800			
1854	4		14,600	12,650	26		
1855	7		20,900	16,100	21		
1856	6		14,400	11,475	2		
1857	5		11,500	7,750	9		
1858	7		18,700	8,537	42		
1859	6		21,900	16,475	36	9	13
1860	7		20,350	20,494	74	17	15
1861	15		51,250	33,900	44	11	19
1862	19		66,500	53,225	162	74	153
1863	10		40,700	8,300	6	3	1
1864	13		98,900	59,625	84	31	58
1865	8	504.93	40,300	32,400	11	4	6
1866	15	1,055.00	114,250	82,095	26	10	18
1867	11	844.57	82,676	59,069	66	20	36
1868	4	282.27	35,000	28,150	39	19	46
1869	16	858.81	83,450	54,887	65	24	35
1870	13	788.15	75,200	59,907	97	26	45
1871	20	1,035.93	90,560	78,253	140	48	98
1872	12	576.68	55,400	49,121	63	21	32
1873	31	1,524.55	118,700	104,918	174	47	47
1874	10	633.17	49,100	44,975	68	18	37
1875	16	1,050.91	96,000	81,326	123	21	22
1876	27	1,075.46	150,000	116,222	212	34	67
1877	7	384.93	22,936	19,001	39	10	21
1878	13	898.57	59,039	45,206	56	8	20
1879	29	1,893.36	111,056	90,582	249	91	222
1880	7	300.45	21,009	15,072	52	11	18
1881	8	511.51	31,000	20,493	56	6	15
1882	12	976.74	79,700	54,460	115	50	113
1883	17	1,119.27	94,400	76,972	209	40	68
1884	16	1,104.46	87,100	63,100	131	50	68
1885	12	639.55	67,700	53,040	34	5	13
1886	26	1,761.26	152,300	119,251	136	14	35
1887	13	843.33	62,900	51,455	85	10	29
1888	14	910.97	63,000	54,127	63	6	16
1889	14	853.25	57,200	50,054	70	13	48
1890	18	1,388.87	111,455	97,523	86	7	13
1891	17	1,492.78	91,600	78,900	78	21	58
1892	12	745.73	46,000	40,238	46	4	8
1893	12	826.42	54,700	47,877	72	13	30
1894	30	2,423.42	175,000	157,626	137	50	54
1895	11	912.92	70,000	53,072	94	19	86
1896	14	1,081.43	71,500	58,486	88	15	41
1897	11	901.54	75,750	43,297	61	7	24
1898	20	1,343.68	97,500	67,736	62	29	74
1899	17	1,102.21	75,600	58,201	68	15	37
1900	8	605.97	41,450	26,912	53	18	42
1901	9	1,282.25	73,500	54,941	46	9	21
1902	10	367.00	71,800	52,065	82	30	52
1903	9	1,198.18	129,590	85,970	73	16	40
1904	10	850.95	83,900	64,812	32	5	21

## SCH. AVALON ARRIVES.

First Full Cargo of Newfoundland Natural Frost Herring.

Capt Bohlin Reports Hard Passage and Head Winds.

Son. Avalon, Capt. Thomas Bohlin, arrived yesterday from Bay of Islands, N. F., with the first full cargo of natural frost Newfoundland herring of the season.

Capt. Bohlin reports leaving the bay a week ago Saturday and had a hard passage, with heavy head winds until last Saturday, when the elements favored and the craft came along easily the rest of the way.

Capt. Bohlin says that when he left there had been frost and on the day he left and for two days following it was cold.

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# ANXIETY RELIEVED.

By Times Telegram from  
Bay of Islands, N. F.

## NO ICE IN THE MIDDLE ARM.

And Vessels Were Not Frozen In  
as Reported.

The anxiety which prevailed here Saturday among the vessel owners and others caused by the TIMES despatch sent from St. John's, N. F., was relieved in the afternoon by a despatch to the TIMES from its regular correspondent at Bay of Islands, stating that there was frost but no ice in the Middle Arm.

The despatch was received too late for publication, but a TIMES representative took it to the Board of Trade rooms where many of the vessel owners were congregated, and its contents were quickly made public. The good news was made as public as possible, and thus the TIMES was pleased to be the means of relieving the great anxiety which prevailed.

Early in the morning, when the St. John's despatch was seen in the Boston papers, the TIMES, realizing that if true, it was a most serious blow to the Gloucester fishing interest immediately cabled to its correspondent at Bay of Islands asking for full particulars. As stated above, after the paper went to press, the following despatch was received:

Birchy Cove, N. F., Dec. 31, 1904.

Gloucester TIMES:

Humber frozen over to lighthouse. No ice in Middle Arm yesterday. Vessels all clear. Finish loading in a day or two. Steamer Harlow reported no ice on the coast.

A despatch to one of our large fishing firms this morning states that the fishermen are leaving at Bay of Islands, N. F. This is taken to mean that either the vessels there have all secured loads or that the weather has become so bad that they cannot fish.

The Br. sch. Aldine is on the way here from Green Bay, N. F., with a cargo of frozen herring. She is consigned to Slade Gorton & Co.

Sch. Alcyone is at Boston from Boothbay with 800 barrels of frozen herring.

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## GLouceSTER'S IMPORTS.

Years Foreign Receipts Here  
Many and Varied.

Custom House Inspectors Make  
Report for 1904.

The imports at this port for the year 1904 have been many and varied and comprised everything from salt to household furniture and champagne.

The inspectors at the custom house have kept a general record for the convenience of those interested who call at the custom house, and from this record have compiled the following interesting information: imports for the year;

Salt.....	63,769,287 lbs.
Singles.....	1,134,500
Lumber.....	420,764 ft
Laths.....	85,600
Piling and poles.....	14,694
Flitched Halibut.....	140,628 lbs
Codfish.....	235,000 lb.
Salmon.....	2000 lbs.
Eels.....	6250 lbs.
Alewives.....	900 lbs.
Smelts.....	40 lbs.
Mackerel.....	43 lbs.
Fish Oil.....	75 gallons
Fire Wood.....	1585 cords
Potatoes.....	209 bushels
Turnips.....	150 bushels
Eggs.....	230 doz.
Plaster Rock.....	332 1-2 tons
Fish Hooks.....	4 cases
Grapes.....	2 bbls.
Champagne.....	131 qtls.
Wine.....	12 qtls.
Brandy.....	11 qtls.
Furniture.....	123 boxes
Apples.....	3 bushels
Passengers.....	4

## MAINE'S FISH CATCH.

In Two Years 265,034,200 Pounds  
Were Taken by 18,175 Men

A despatch from Augusta, Me., says: Commissioner of Sea and Shore Fisheries, Hon. A. R. Nickerson of Maine, in his report to governor and council says that in the two years just ending the total value of the Maine fisheries has reached an aggregate of \$15,706,562. The weight of the two years' catch aggregates 264,034,200 pounds. "No other industry in the state," says Mr. Nickerson, "equals this in the magnificence of its industrial and economic results."

More men are engaged in the business than in 1903. In 1903, 17,843 men were engaged in the business and in 1904 there 18,175. The average man caught and produced each year 11,838 pounds and his return was \$197.55. The average investment per man was \$175—and the total investment in stands, plants, boats, gear and apparatus was: For 1903, \$3,161,356; in 1904, \$3,144,347.

In value of catch both years the lobster fishery takes the lead, the aggregate being 25,198,263 pounds, valued at \$3,286,828. This is a reduction as compared with the previous two years of more than 3,000,000 pounds. Herring leads in quantity, the total catch being 230,143,100 pounds for the two years. The sardine pack was unusual in volume, with a production of 2,826,027 cases and value of \$8,610,802.

The report says:

"While the bank fishing has been very poor the 'shack' fishery has been very successful, and brought in large bales of iced fish. Many new vessels are to be added to the latter class of fishermen. These vessels are to be called shackers, and their fares are mixed ground fish varieties."

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## DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Avalon, Bay of Islands, N. F., 1000 bbls. frozen herring, 150 bbls. salt herring.  
Sch. Olga Cape Shore, 55,000 lbs. fresh fish.

Today's Fish Market.

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$4.90 per cwt. for large, \$4.00 for medium; trawl Georges cod, \$4.25 for large, \$3.25 for medium; trawl Bank cod, \$4.00 for large, \$3.50 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.15; medium cod, \$1.75; all cod caught to the eastward of La-Have bank, \$2.15, medium \$1.75; cusk, \$1.50; Eastern haddock, \$1; Western haddock, \$1.15; hake, 90 cts.; Eastern hake, 90 cts.; Western hake, 95 cts.; pollock, 70c; snap per codfish, 60 cts.; snapper cusk, 40 cts.

Outside sales salt Georges cod, \$5.50 per cwt. for large and \$5.00 for mediums.

Outside sales fresh hake, \$1.00.

Bank halibut, 14 cts. per lb. for white and 10 cts. per lb. for gray.

## Boston.

Sch. Mary F. Gleason, 8000 haddock, 200 cod.

Sch. Agawam, 2000 haddock.

Sch. Ida F. Silva, 1000 haddock, 400 cod, 500 hake.

Sch. Buema, 8000 haddock, 500 cod, 1500 hake.

Sch. Fanny Prescott, 1800 haddock, 2000 cod, 1000 hake.

Sch. Emily Cooney, 7000 haddock, 800 cod, 2500 hake, 500 pollock.

Sch. Seacomet, 6000 haddock, 1000 cod, 2500 hake.

Sch. Arcadia, 55,000 haddock, 12,000 cod.

Sch. Maude F. Silva, 8000 haddock, 1000 cod, 2000 hake.

Sch. Katherine D. Enos, 2000 haddock, 2000 hake.

Sch. Fitz A. Oakes, 3500 cod.

Sch. Carrie F. Roberts, 8000 haddock, 1000 cod.

Sch. Belbina P. Domingoes, 5000 haddock, 1000 cod, 700 hake, 5000 cusk, 5000 pollock.

Sch. Metacomet, 200 haddock, 1200 cod.

Sch. John M. Keen, 3000 haddock, 1000 cod, 3000 haddock, 1000 cod, 3000 hake.

Sch. Meritis H. Perry, 4000 haddock.

Sch. Mary Cabral, 2500 haddock, 200 cod, 200 pollock.

Sch. Two Forty, 2000 haddock, 7000 cod.

Sch. Teresa and Alice, 2000 haddock.

Haddock, \$3 to \$4; large cod, \$4 to \$5; market cod, \$3 to \$3.50; pollock, \$2.50 to \$3; cusk, \$2.

## Fishing Fleet Movements.

Sch. Hattie M. Graham was at Louisburg, N. S., last Monday, having been driven in for harbor by strong head winds.

Sch. Latona, via Boston, in tow of tug Joe Call.

Sch. William M. Walker, Provincetown, 300 qtls. cured fish.

Sch. Vera arrived at Halifax on Thursday with 25,000 pounds of fish.

Sch. Claudia was at Liverpool on Thursday.

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## A BUSY HARBOR.

5168 Vessel Arrived at This Port Last Year.

Many Foreign Craft Included in the Number.

The report of Boarding Officer Charles O'Brien of the custom house force of inspectors gives the following interesting statistics in regard to the arrivals at this port for the year 1904:

United States warships.....	16
American steamers.....	673
American towboats.....	178
American barges.....	91
British schooners.....	52
British steamers.....	6
British towboats.....	2
British steam yachts.....	2
German steamers.....	1
Italian barks.....	4
Italian ships.....	1
Spanish ships.....	1
British barks.....	1
American schooners.....	41

Total arrivals at port for 1904, 5168

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## DAILY TIMES FISH BUREAU.

### To-day's Arrivals and Receipts.

Sch. Independence II., Bay of Islands, N. F., 850 bbls. salt herring, 800 bbls. frozen herring.

Sch. Tattler, Bay of Islands, N. F., 800 bbls. salt herring, 800 bbls. frozen herring.

Sch. Arcadia, via Boston.

Sch. Maxine Elliot, Bay of Islands, N. F.

750 bbls. frozen herring, 100 bbls salt herring.

Sch. Hattie A. Heckman, Georges, 20,000 lbs. fresh fish.

Sch. Minerva, shore.

Sch. Mattie Brundage, shore.

Sch. Catherine D. Enos, shore.

Sch. Ida S. Brooks, shore.

Sch. Mary E. Silveria, shore.

Sch. Annie and Jennie, shore.

Sch. Evelyn L. Smith, shore.

### Today's Fish Market.

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$4.90 per cwt. for large, \$4.00 for medium; trawl Georges cod, \$4.25 for large, \$3.25 for medium; trawl Bank cod, \$4.00 for large, \$3.50 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.15; medium cod, \$1.75; all cod caught to the eastward of La-Have bank, \$2.15, medium \$1.75; cusk, \$1.50; Eastern haddock, \$1; Western haddock, \$1.15; hake, 90 cts.; Eastern hake, 90 cts.; Western hake, 95 cts.; pollock, 70c; snap per codfish, 60 cts.; snapper cusk, 40 cts.

Outside sales salt Georges cod, \$5.50 per cwt. for large and \$5.00 for mediums.

Outside sales fresh hake, \$1.00.

Bank halibut, 14 cts. per lb. for white and 10 cts. per lb. for gray.

### Boston.

Sch. Sadie M. Nunan, 6500 haddock, 1200 cod, 400 hake.

Sch. Livonia, 300 haddock, 1000 cod

Sch. Quannapowitt, 20,000 haddock, 3000 cod, 2000 hake.

Sch. Arthur Blaney, 10,000 haddock, 3100 cod, 1000 hake, 1500 cusk.

Sch. A. C. Newhall.

January 3

Sch. Olive F. Hutchings, 4000 haddock, 800 cod, 6000 hake.

Sch. Galatea, 5000 haddock, 700 cod, 1000 hake.

Sch. Genesta.

Sch. Mary E. Silveria.

Sch. Pythian, 1500 haddock, 500 cod.

Sch. Rapidan, 700 haddock, 1800 cod, 1500 hake.

Sch. Flavilla, 5000 haddock, 500 cod, 1000 hake.

Sch. Ralph Russell, 7000 haddock, 1000 cod, 9000 hake, 1000 cusk, 500 pollock.

Sch. Mary Edith, 5000 haddock, 500 cod.

Sch. Helen B. Thomas, 2500 haddock, 500 cod, 7000 hake.

Sch. Gertrude, 12,000 haddock, 4000 cod.

Sch. Irene and May, 20,000 haddock, 3000 cod, 500 hake, 3000 cusk.

Sch. Henrietta G. Martin, 3500 haddock, 1500 cod, 500 pollock.

Sch. Etta Mildred, 6000 haddock.

Sch. Viola, 10,000 cod.

Sch. Manomet, 4000 haddock, 2000 cod, 600 pollock.

Sch. Mary Emerson, 1800 cod.

Sch. Stranger.

Haddock, \$3.25 to \$4.50; large cod, \$4.50 to \$5; market cod, \$3.50 to \$4; pollock, \$3.50 to \$4; hake, \$3 to \$4.

January 3

The gale continued to increase and Capt. Cusick wanted to take in some of his sail, but so tightly was everything frozen that it was impossible to get a sail to come down. To cut the haylards was the only way, but rather than do this Capt. Cusick kept his splendid craft off dead before it and ran out the storm. It was wicked running, however, the vessel being low in the water on account of the great amount of ice on her, and she fairly staggered on through the rough water. Great seas washed her deck and carried away part of her deckload, but without further damage the good craft ran it out.

Every man of the crew of the Independence II., including Capt. Cusick and Mate William Kelly, bear the marks of that severe night in the gulf in the shape of frost-bitten faces and hands. Some were quite badly frost bitten and especially so the mate, William Kelly, the whole right side of whose face was very badly frozen.

Capt. Bonia of sch. Tattler reports leaving Bay of Islands a week ago Monday. He had a rough passage with head winds as far as Cape Sable and then encountered light winds and calms the rest of the way home. The gale which the Independence II. encountered had spent its fury when the Tattler came out, so she escaped its severity. Capt. Bonia reports seeing no ice in the gulf.

Sch. Independence II. towed to Boston this morning to take out her cargo of frozen herring.

Sch. Tattler will go to New York with her cargo of frozen herring.

The Bay of Islands Western Star says that the Humber became frozen a week ago Friday night. Schs. Corsair and Atalanta left there Friday night for the Middle Arm and barely escaped being caught in the ice. The Western Star also says that a considerable quantity of slobice has formed in the Middle Arm and the indications are the bay will be frozen over early this season.

Sch. Maxine Elliott, Capt. Alden Geel, arrived this forenoon from Bay of Islands with a full fare of frozen herring. She will be towed immediately to Boston to take out her fare.

The first fares of frozen herring which sold to Boston this season brought \$2.87 1-2 per hundred weight. It is understood that some fares have been sold to arrive at \$2.50 per hundred weight.

## HAD TO RUN BEFORE GALE.

Sch. Independence II. Iced Up Badly in the Gulf.

## WHOLE CREW FROST BITTEN.

Independence II. and Tattler Bring Big Herring Cargoes.

Two of the Newfoundland frozen herring fleet have arrived since last report, sch. Independence II. coming in yesterday afternoon and sch. Tattler beating up the harbor and coming to anchor during the night.

Both vessels bring large cargoes, having half frozen and half salt herring.

Capt. Joseph V. Cusick of sch. Independence II. reports a most severe passage to Cape Sable, and a most exasperating voyage since coming by that point, being five days from there to this port, meeting light head winds and whole days of calm. If this better part of the journey was summerlike, the first four days out from Bay of Islands were of sufficient severity to more than balance it.

The Independence II. started for home a week ago last Saturday and came out into the gulf with a smart leading breeze. Christmas day came in severely cold and with a heavy storm and the Independence scudded down the gulf before it like a frightened deer. The cold became intense and the vessel iced up badly, so badly that Capt. Cusick and his men say they never before saw so much ice on a vessel.

Everything, hull, deck and rigging were thickly incased and even the sails became stiff as boards where the ice formed on them.

Despite the below zero atmosphere which penetrated even their thick clothing all hands were obliged to be on deck and pound ice off the vessel to keep her in any degree manageable.

January 4

## DAILY TIMES FISH BUREAU.

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Outside sales fresh hake, \$1.00.

Bank halibut, 14 cts. per lb. for white and 10 cts. per lb. for gray.

### Boston.

Sch. Mary A. Whalen, 47,000 haddock, 800 cod.

Sch. Mattie Brundage, 5000 haddock, 400 cod, 6000 hake.

Sch. Walter P. Goulart.

Sch. Natalie J. Nelson.

Haddock, \$5 to \$5.50; large cod, \$5 to \$6; market cod, \$4; hake, \$3 to \$3.50.